

Hecht & Company,

"the great givers."

515 Seventh Street.

Just see the
BATCH OF
BARGAINS
HECHTS
SPREAD

—just see the sacrificing they're doing with the surplus stocks. Do you wonder at the crowds which have been thronging Hechts store since Monday, not even pausing for the rain? Hechts are doing business for glory this week, for profits have been knocked "sky high" for principle's sake—for the sake of disposing of the surplus summer stocks.

And as low as Hechts are selling, they are still extending you the privilege of their easy payment system and all the benefits you get cost you nothing.

\$1 to \$2 Wrappers, 59c

There are just enough left of these 50c Wrappers for today's selling. They are the second floor, and the more of them you buy the more you save. They are sold at 50c before for less than a dollar. For sale and low—bargain.

Crash and linen
skirts, 59c.

You'll have another chance today at these Crash and Linen skirts at 59c. The price is ridiculous. We don't have these skirts well made, with deep hems, and the quality of them are better than any you can get for less than \$1.25 elsewhere.

\$2 duck suits, 49c.

If you get here early you will get one of the eighteen Ladies' Navy Blue Duck Suits, which are a real bargain. They are made of a heavy material, and are well made. They are sold for \$2 and are now at 49c. They are sold for \$2 and are now at 49c.

\$1.75 wash skirts, 99c

Lot of Ladies' Pure Linen Crash Skirts, with stripes of all colors and white hems, which are sold elsewhere for \$1.75, go for 99c.

Duck suits, \$1.49

Lot of Ladies' Linen Colored Duck Suits, which are sold elsewhere for \$1.49, go for \$1.49 each.

Grenadine skirts, 99c

The most sensational offering of the season is the Grenadine skirts. These are made of a fine material, and are well made. They are sold for \$1.49 and are now at 99c.

Special offer-
ings on third
floor.

Ladies' Summer Neck Corsets, in all lengths of waist, and in the same sort for which others get 99c—go today for 23 cents.

23 cents.

Children's Fast Black Fine Ribbed Hose, with double foot, such as are sold about town for 15c, go today for 10c.

6 1/2 cents pair.

Ladies' Fast Black and Tan Plain and Dotted Hose, which are sold about town for 15c, go today for 10c.

9 cents pair.

Lot of Ladies' Fine Muslin Corset Covers and Drawers, hand-sewn, trimmed with lace and ribbon, and with small details of lace, which sell for \$1.49, go today for 12 1/2 cents each.

12 1/2 cents each.

Lot of Ladies' Linen Corsets, in all styles, such as are desirable just now, which sell for 15c, go today for 9 cents each.

9 cents each.

Lot of Ladies' Leather Belts, with brass buckles, which sell for \$1.49, go today for 16 cents each.

16 cents each.

Millinery
offerings.

5-inch mohair ribbons in all the new and latest shades, a quality which never sells for less than 15c about town—go today for 7 1/2 cents yard.

7 1/2 cents yard.

4 and 4 1/2-inch mohair grain and plaid ribbons, in all colors, with self or contrasting stripes, will be offered for a day at 13 1/2 cents yard.

13 1/2 cents yard.

Both of these lots of ribbons are especially suitable for dress trimmings and millinery, and the saving you'll make on a quantity of either will be considerable.

19 cents each.

Hecht & Company,

515 7th St.

Commission Ready for Work.

Judge A. C. Thompson, chairman of the commission appointed to revise and codify the statute laws of the United States, said yesterday that the commission would begin work very soon. Rumors for an office have been secured on F street. The commission will try to finish its labors in one year, but it is thought that it will be two years before the end is reached.

Changes in Sleeping Car Service

The sleeping car heretofore running between Washington and Baltimore, Pa., on train leaving Washington at 7:40 p. m. has been withdrawn. A through sleeping car has been put into service between Washington and Baltimore, N. Y., leaving Washington 10:40 p. m. Saturdays only.

EQUALS CREDIT MOBILIER

That Is What Mr. Harris Says
of the Pacific Railroad Deal.

A SCHEME TO ROB UNCLE SAM

Senator Morgan Says the People Will Be Swindled Out of Nearly Thirty Million Dollars—Mr. Allen Says It Is the Biggest Job of the Century.

There is no analyzing Republican motives for action in the Senate. Only two days ago there was a determined effort made to get the Senate into a condition of static equilibrium as between the House and the White House. There were motions made to adjourn, points of no quorum were raised, and every other means was resorted to looking to a complete paralysis of Senatorial action. This legislative trickery was, to all appearances, directed against the consideration of the Pacific railroad sale, which Mr. Harris, Mr. Morgan and Mr. Allen have said involves one of the biggest jobs of the century. Mr. Harris, who is the champion of the sale, speaks of it as a scheme to swindle the people, who have built the road, out of nearly \$30,000,000. Mr. Thurston is the foremost champion of the sale, and he, as at present contending.

Senator Morgan's fierce opposition to the Harris resolution, which caused the filibustering against it, led by Senator Gear, the chairman of the Committee on Pacific Railroads, there was no opposition to it yesterday, and therefore there was no end to the speeches on the subject. This has given rise to the suspicion that the Republicans are not now avowed to wasting all the time possible on this Pacific Railroad question, so that there will be as little time as possible for the debate on the question of foreign policy, in which their opinions are just now very delicate.

Mr. Thurston's play seems to be to have no action on the Harris resolution.

Senator Harris of Kansas and Senator Morgan of Alabama are afraid that if the Senate does not suspend the perfecting of the sale to a syndicate it will be late to stop the proceedings at the next session of Congress, for the mean while the courts will have ratified and made the agreements irrevocable.

Notwithstanding the fact that the door has been thrown wide open by a Democrat to investigate this gigantic transaction to the alleged disadvantage of a Democratic administration, the Republicans are fighting shy of the combat. In fact, they are filibustering to evade the issue.

There was a long, exasperating debate on the resolution as above on Wednesday, but it was tactical and was prevented, and at the close of the day's session the chairman of the Pacific Railroads Committee stated that he would object to its further consideration yesterday.

When the Senate met yesterday morning the debate on the Pacific Railroad resolution, the Hawaiian treaty, and the Berry resolution seeking justice for the American prisoners in Cuba late of the competitor's passengers. It was not, therefore, for the lack of an interesting budget that there was promise of an uninteresting day.

It was necessary to have a call of the Senate to reveal a quorum.

The resolution authorizing the Secretary of War to permit the erection of a statue for the completion of the work on the statue of Gen. Sherman was passed.

Mr. Stewart moved to reconsider the vote by which the Secretary of War was authorized to open bids for the construction of a breakwater at San Pedro, the resolution therefor having been passed by Senator White, who opposed the motion to reconsider.

Mr. White showed that the Secretary of War had asked that Congress take the action indicated in the resolution. Mr. White asked and obtained agreement in which he declared indirectly that Mr. Stewart's opposition to the resolution was on account of his personal interest in the Southern Pacific line, which opposed the terminal at San Pedro. Mr. White said that Nevada had nothing to do with the California's business and that it was clearly a personal interest of Mr. Stewart.

Mr. Stewart rose to "repeal the insinuations." He denied all the statements of personal interest made by Mr. White and also the "insinuations" that had been heaped upon him.

Mr. White-I think no sneers; I made plain statements.

A vote was taken on Mr. Stewart's motion. It was overwhelmingly defeated.

Mr. Stewart then took up the resolution providing for the representation of this Government at the Paris Exposition. This was read in its revised form, already reported, providing for the personnel of the country's staff, the salaries, etc. The resolution was accepted unanimously.

Mr. Clark moved that the Senate go into executive session.

Mr. Harris objected, desiring to renew his motion on the Pacific road matter. The Senate, however, went into executive session.

It was the understanding, had not the executive business intervened, that Mr. Harris would yield to Mr. Chandler or Mr. Tillman, who desired to take up the South Carolina dispensary bill. It was also the understanding that the bill would meet with favor and would pass without much opposition.

The executive session was called. It was stated, to consider the cases of Mr. M. A. McLeod, nominee for governor of Arizona, and Hughes, for the postmastership at Birmingham, Ala.

When the open session was resumed Mr. Harris called up his resolution. Mr. Gear called for the yeas and nays. The call was not sustained and Mr. Harris proceeded with his argument.

Mr. Harris answered several of the arguments made on Wednesday by Mr. Thurston and Mr. Gear. He held that the Government ought to have the debt due it or the railroad bill.

He was confronted, he said, "with all sorts of imaginary difficulties, all sorts of dreams of difficulty, but there is nothing to prevent the Government appointing a commission—the President could appoint it—to run the road, inasmuch as Mr. Anderson says, the roads under Government ownership." The judicial part of his bill provided favorably two weeks ago by the committee on Commerce, relating to

the liquor traffic of South Carolina. It was passed. The bill gives the States and Territories absolute control of the liquor traffic within their borders.

Mr. Allen then addressed the Senate on the Pacific Railroad matter. Mr. Allen made the point that the Government had been of legal duty to perform, and that by law it was confined to those duties, but that the action which was taken was extraordinary.

Mr. Allen argued largely for government control. This part of his argument was controverted by Mr. Gear, who said on railroads operated by the Government was controverted by Mr. Gear, who reads. It was so in Europe, at least. Mr. Gear said that last year the national Populist committee intended to make a favorable recommendation as to Government ownership of railroads. The committee, however, after looking into the results of Government ownership of railroads, expressed its recommendation.

Mr. Allen-I never heard of such a thing.

Mr. Gear-I can prove it in five minutes.

Mr. Butler denied it, and challenged the point.

Mr. Butler further argued that there was a chance now to see if the Union Pacific, run by the Government, could not reduce the rates in the West by competition with the Southern Pacific and Northern Pacific railroads.

Mr. Tillman suggested that perhaps it would be a good idea to let this road be run for a while by the Executive, instead of by an irresponsible body. One-fifth of the roads of the country were in the hands of receivers, and, as in his State, they were undoubtedly run in the interest of receivers' interests, etc.

Mr. Gear—That is perhaps due in South Carolina to a lack of morals.

Mr. Tillman—No, sir. It is a lack of morals in the Federal judiciary.

The debate after this was a desultory drag over the whole field, participated in by Mr. Allen, Mr. Gear, Mr. Chandler, and Mr. Thurston.

In response to inquiries addressed to the Secretary of the Interior, a reply was sent to the Senate yesterday, showing that of the nineteen pension examiners whose terms of office expired between June 15 and July 1, only one was a Republican. The reply also showed that of fifty-four examiners out in the field between March 4, 1893, and July 1, 1893, only four were ex-Union soldiers.

An invitation was received from Norway, Sweden to take part in the exposition of that country in 1900.

At 5 p. m. the Senate adjourned until today at noon.

NAMED BY THE PRESIDENT.

A Large Batch of Nominations Sent in Yesterday.

The President yesterday sent the following nominations to the Senate:

Treasurer—J. Hart Brewster, of New Jersey, to be assistant appraiser of merchandise in the district of New York.

Interior—Robert T. Roubert, of Montana, to be assistant appraiser of merchandise in the district of New York.

William V. Tompkins, of Arkansas, to be commissioner to examine and classify lands within the land grant and indemnity land grant limits of the Northern Pacific Railroad Company in the Missouri land district in Montana.

James A. Johnson, of Montana, and Watson Boyle, of the District of Columbia, to be commissioners to examine and classify lands within the land grant and indemnity land grant limits of the Northern Pacific Railroad Company in the Missouri land district in Montana.

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